

TROLLEYBUS

Vol. 61 No. 735

October 2022



The Magazine of the British Trolleybus Society



*Eight Days in August
The Lakehead Museum
Platinum Jubilee*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 735 October 2022

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Printed by Barden Print, Birkby
Huddersfield. Tel: 01484 422522

*Trolleybus should be regarded as
overdue to subscribers if not
received by the 20th of each
month.*

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BTS NOTICE BOARD

Reading Meetings

Held at the Reading District Oddfellows' Hall, 118b Oxford Road, Reading RG1 7NQ. Admission: Adults £2.50, Juniors £1.50. Non-members £3.50. Meetings commence at 19.30. Organised by the BTS. NTA members welcome.

Meetings Organiser Graham Bilbé, 12 Belle Avenue, Reading RG6 7BL. Email grahamebilbe@btinternet.com

Friday 4 November - Dave Hall presents a digital photo show looking back at the various bus operators and the trolleybus scene in the Reading area from the early post war period through to the end of the 1960s.

London Meetings

Held at The Model Railway Club, 4 Calshot Street, London N1 9DA (nearest Underground station: King's Cross). Organised by the NTA. BTS members welcome. Start 19.00 – doors open 18.30.

Meetings Organiser John Parkin, 59 Beechwood Court, West Street Lane, Carshalton SM5 2QA. Email trolleybus654@aol.com

Wednesday 19 October - "Trolleybus Ramblings" John Fuller, one time NTA Secretary, looks at events in his early days with the NTA, including trolleybus tours.

Wednesday 16 November - Keith Farrow presents the second part of his London trolleybus system photos, following his presentation in May this year.

West Midlands Transport Circle

BTS members are invited to attend WMTC meetings, which are held on the second Wednesday of every month at Bradmore Community Centre (Main Hall) in Wolverhampton. Doors Open 19:05, Start presentation : 19:30 prompt!, Break (around) 20:30 - 20:45; Finish 21:45: Out of venue by 22:00 Visitor fee £3.00, just turn up and bring others with you.

Wednesday 12 October - M Leech 'Rhaetian Rambles' – a journey to the railways of SE Switzerland.

Organised by Mike Richardes. michael.richardes64@btinternet.com

MONTHLY PRIZE DRAW.

The winners in the August Prize Draw were:

£80 Mike Cooke, Market Bosworth
£55 Brian Greenfield, Woodley

and in the September Draw:

£80 Brian Hadnam, Reading
£55 Dave Chick, Purley on Thames

New Members

We are delighted to welcome two new members:

Colin Barker, Wilby, Suffolk
Arron Simpson, Beckwithshaw, North Yorkshire

B T S AGM and Members' Day Reminder

The Society's Annual General Meeting will be held at the Trolleybus Museum at Sandtoft, Belton Road, Sandtoft, Doncaster DN8 5SX on Saturday 15 October, commencing at 12.00.

Membership Subscription

A form is included with this edition of Trolleybus setting out the Committee's motion proposing an increase to the basic annual subscription. Online-only members will be able to download the form from the Members' Area of the website.

Members' Day

Members and their guests will have the opportunity to spend time at the Trolleybus Museum on a day when it will not be open to the public.

The Members' Day event, including lunch, tea and coffee is available for a suggested donation of £10. Payment of your donation may be made on the day by

cash or card. To book your place, either email Dave Hall at wiltshireman@aol.com or write to him at 9 Hanover Court, Fieldfare, Covingham, Swindon, SN3 5BG stating whether you are attending the AGM only or both the AGM and the event. There will be no charge for attending the AGM only.

Travel to the Museum

By car the Museum is approximately 2.5 miles from Junction 2 of the M180. Please let Dave Hall know if you will be using public transport. It may be possible to arrange onward transport from Doncaster Station or from Thorne North Station.

Make a weekend of it!

See Museum & Preservation News for details of the Isle of Axholme Running Day on Sunday 16 October.



Front cover: Sporting its new Exide adverts, the Society's London Q1 trolleybus, 1812, waits on the right soon after being relaunched as part of the BTS London Event at the Trolleybus Museum at Sandtoft. The Museum's own London trolleybus, 1348, decorated as the Platinum Jubilee vehicle, passes through Sandtoft Square. [D G Chick]

Eight Days in August

For the first time in its history, the Trolleybus Museum at Sandtoft was open for a full week (22 – 26 August) and this was immediately followed by the Society's London Event (27 – 29 August).

Following a BTS/STCL Joint Working Group recommendation that the Museum should open more often, something that will be necessary if bids are to be made for large grants to help to implement the development programme, the Sandtoft Board decided to open for the week before August Bank Holiday.

The decision came too late for details to be included in the Museum's 2022 leaflet, but through press advertising, Facebook posts and an interview I did on BBC Radio Humberside we attracted a total of almost 200 visitors on the five weekdays, which was very satisfactory.

This success has led the Board to plan three full weeks of opening in 2023, one each in May, August and October. They will appear in the year's programme, hopefully bringing even greater success.

This could not have happened without the support of the Museum's dedicated team of volunteers, including several BTS members.

There was also much to do outside opening hours. On 23 August our Q1, London 1812, returned after almost seven years away, firstly on loan to the London Bus Museum and more recently having a major mechanical overhaul at Ian Barrett's workshop near Dorking. The pressure was then on Graham Bilbé to test it and pass it out in time to relaunch on the 27th.

The London Event

The three-day event was also a great success, attracting a total of more than 500 visitors who chose to come to Sandtoft rather than visit the coast despite the good weather.

We had not been certain that 1812 would be ready, but thanks to the efforts of Ian Barrett and his team all was well. The Museum's London trolleybus, 1348, had been off the road for a while during the summer, but thanks to everyone in the engineering team it was also available.

Fuel prices have risen dramatically this year and this affected our ability to attract

visiting vehicles. However, we were more than satisfied with the vehicles that did attend.

On Saturday 27 August 1812 lined up with 1348 and the Cedès replica, which appeared in its West Ham guise, the three trolleybuses respectively representing post-war, inter-war and the pre- First World War experiments. They were joined by two Routemasters, one in standard length which was brought from Keighley and a "stretched" RML version. Our thanks to Keighley Bus Museum Trust and to Neil Halliday for bringing their vehicles.

Following this, 1812 was launched into service and visitors were able to have their first ride on it since 2015. The drivers found that the mechanical overhaul had made a big improvement to the steering.

At the end of the day preserved London Transport breakdown tender 738J arrived, kindly brought by Ian Barrett.

On Sunday a similar pattern was followed, but with 738J joining the line-up instead of the Routemasters. This reunited 1348 with the vehicle that had towed it to Dover more than 60 years before, when it was on its way to Ireland. Tony Belton tells that story elsewhere in this edition. In honour of the reunion and recalling that journey, 738J was connected up with 1348 and towed for two circuits of the site. This was repeated on Monday.

During the week BTS trolleybuses South Shields 204 and Manchester 1344 had operated, with Doncaster 375 running on the Friday. At the weekend, in addition to the London vehicles Reading 113 was in service. The Cedès replica ran every day and as always was very popular, with Graham Bilbé giving passengers an insight into the history of the original and the replica. Over the 8 days it performed 55 journeys and carried 525 passengers. Fortunately the good weather lent itself to the vehicle appearing as it did in West Ham in 1912 when it ran with the windows removed.

After the worries leading up to the event it was a relief that all turned out well. It was a memorable weekend and a great many visitors told us how much they had enjoyed themselves.

Article and photos (except where otherwise credited) by DG Chick



Page 187: 1812 has just arrived at Sandtoft on 23 August.

This page, upper: 1812 and 1348 wait for the other vehicles to line up with them on Sunday.

This page, lower: Another visitor later on Sunday was East Yorkshire 747, with its roof tapered to permit it to pass through Beverley Bar, the 15th Century gate in the East Yorkshire town. Earlier that day 747 had taken part in an event which saw buses permitted to pass through the gate.



1348's Life in London

1348 was licensed on 1 June 1939 but did not enter service until 11 June when it was allocated to Leyton Depot (renamed Lea Bridge in July 1950) where it spent its life until 14 April 1959, when the depot closed at stage two of the trolleybus replacement programme. The vehicle was then transferred to Stamford Hill where it remained until the conversion of the depot to bus operation at stage eleven of the trolleybus replacement programme on 18 July 1961. That evening it was driven under its own power to Fulwell where it was stored ready for disposal.

During 1961 London Transport (LT) had presented 1320 to the Transport Museum Society of Ireland for preservation; however, when representatives from the museum visited 1320 at Highgate Depot they were not impressed with the condition of the vehicle. The overhaul records of the recently withdrawn K class were scrutinised and this is how 1348 became the replacement vehicle; the records showed that it had been given a "complete" overhaul in Fulwell Works as late as January 1959. Because of this information 1348 was deemed to be the vehicle in the best condition and consequently replaced 1320. The story continues when on 2 January 1962, two days after a very heavy

snowfall, 1348 was towed by LT to Poplar Garage (ex-trolleybus depot) ready for its journey to Ireland. Three days later, on 5 January, the vehicle left Poplar for the trip to Dover, towed by LT AEC Breakdown Tender 738J. We have no idea why 1348 was not towed direct from Fulwell to Dover.

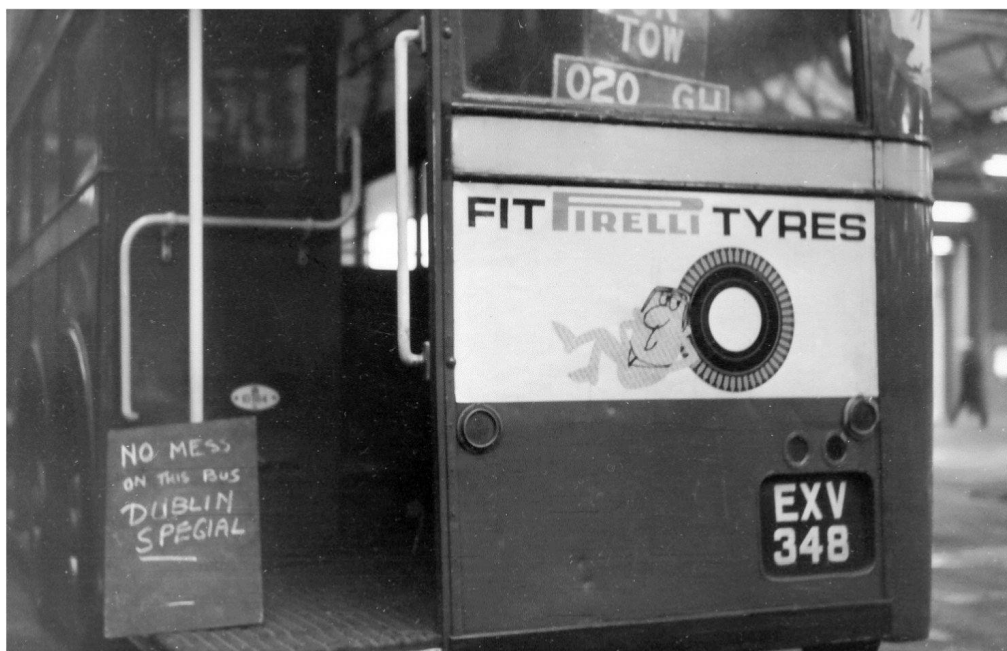
Tony Belton

The Story of 738J

AGX 520 has had a remarkable life extending for almost 90 years. The original body was built by the London General Omnibus Company on an AEC Regent chassis. Numbered STL 169 it was allocated to Hendon garage in June 1933, only a few days before the new London Passenger Transport Board took over responsibility for most public transport operation in London, including buses, trams, underground railways and London United's trolleybuses.

STL 169 was seriously damaged by a flying bomb in February 1944 and was rebuilt at Chiswick, returning to service in November 1944. After withdrawal in October 1949, it was converted to diesel, re-bodied as a breakdown tender by Chalmers of Redhill and given service fleet number 738J. It was withdrawn in 1971 and sold for preservation.





Above: The notice on 1348's rear platform as it waited at Poplar on 5 January 1962 [Tony Belton] Page 190 [by Dave Hall] and 191 [by Tony Belton] lower: 1348 was photographed on 5 January 1962 in Poplar Garage waiting to be towed to Dover for its trip to Eire. The towing vehicle was London Transport Breakdown Wagon 738J.

Sixty years later, on 28 August 2022, incredibly the same scene took place; this time at Sandtoft when the two vehicles, now beautifully preserved, were attached to one another for a photo shoot.



The Lakehead Transportation Museum Society

An introduction by Jody White and photographs by Rob Chew

We at Trolleybus are most happy to introduce our readers to another Canadian transport museum, that of the Lakehead Transportation Museum Society at Thunder Bay in northwestern Ontario, on the western shore of Lake Superior, and was originally built around two very significant places in Canadian history: Fort William, the hub of the Canadian fur trade and Port Arthur, the westernmost frontier of the Great Lakes navigation route, and the territory of the Anishinabek people, one of Canada's First Nations groups.

The Lakehead museum was formed and incorporated by Charles Brown in 2016, as a non-profit, volunteer-based, charitable organisation, working together with other associated member groups to achieve its goal of collection, preservation and display of transport artefacts and history. The Museum concerns itself with the Thunder Bay area, including the former cities of Port Arthur and Fort William, which merged in 1970 to form the city of Thunder Bay.

Due to its location on Lake Superior, the Museum very happily acquired the former Canadian Coast Guard Ship, the 'Alexander Henry', in 2017. The ship had

worked as a light ice-breaker mostly in the Parry Sound District, but also in the Maritime Region and Newfoundland, before returning to the Upper Great Lakes until its replacement in 1985. Following that, the Alexander Henry was given to the [Marine Museum of the Great Lakes](#) in Kingston Ontario for preservation as a museum ship, and later purchased by the LTMSTB. Back in its home port, the ship and its artefacts are open to visitors during the summer and autumn seasons.

Included on the Alexander Henry is 'The Buddies of the Brill Museum Room', devoted to everything transit in Thunder



Bay, past and present. Ahh...do we dare to dream? Of course we can ... trolleybus related artefacts! The Lakehead Transportation Museum loves trolleybuses as much as we do. In fact they have two static exhibits of their own: Fort William Brill 45 and the Port Arthur Brill 201!

According to President Charles Brown and visiting photographer Robert Chew, neither trolleybus actually ran in the Thunder Bay area, although both were built post WWII at the Canadian Car Foundry in Fort William. (Charles refers to them as their 'prodigal sons'- once gone, then returned). Sadly, none of the trolleybuses which did operate in Fort William and Port Arthur were ever saved.

Robert Chew describes "Fort William Transit 45 as a CCF Brill T48A that was purchased new in 1951 by the Saskatoon Municipal Railway in the Canadian province of Saskatchewan. It was designated unit number 164. When the City of Saskatoon was phasing out trolleybuses in the early 1970s, BC Hydro on Canada's west coast purchased a number of these used trolleys.



originally been ordered by the Federal Department of Transport, designed by the Montreal Firm of Milne Gilmore & German, and built at the Port Arthur Shipyards in 1958-59. When completed, it was launched on 18 July 1958, with delivery to its owners on 30 July 1959. The Alexander Henry

The buses were refurbished and placed into service in Vancouver for ten more years before they were retired in 1983. Saskatoon 164 was renumbered as Vancouver 2357. Once the Brill trolleys were retired, they sat in an auto-parts yard for about two decades before they were sent to a scrap dealer”.

Almost ditto for Port Arthur 204, also a CCF Brill T48A, which was purchased by Saskatoon where it operated from 1950-1973 as unit 160. After finishing in Saskatoon, it too was bought by Vancouver, and renumbered 2355, until it also ended up in the same scrap yard.

Decades passed, when in 2001, Charles Brown, then head of the local transit union, discovered the Brill trolleybus graveyard in Richmond, B.C. Learning the buses were about to be destroyed, he made a proposal to the Thunder Bay City Council to purchase two of the Brills and bring them back for restoration and display. Luckily, Charles was granted the sum of \$12,000 needed for the purchase. The restoration of the trolleybuses was completed in 2007, but still the search continued for a place to properly display them.

Fortunately, after many years, following the launch of the Lakehead Transportation

Museum Society in 2016 and the acquisition of the icebreaker ‘Alexander Henry’ in 2017, they were able to expand the property for the trolleybuses. Much to everyone’s excitement, the buses were brought out for public display in 2021.

As Charles explained, the exteriors were redone each in their respective city colours, doors rebuilt, and metal work done on the roof where the booms were attached. As a bonus, the scrap dealer had given them several replacement seats, all in good condition, leaving the interiors in almost original condition. “Just a bit of the original paint and rust for authenticity”, he quipped! Our readers congratulate you and everyone else at the Lakehead Transportation Museum for all your dedication and hard work. We hope that you have visitors in astounding numbers, perhaps some of us one day!

Jody thanks both Charles Brown and Robert Chew for their kind sharing of information and photos.

Charles Brown, President, Lakehead Transportation Museum Society

E-mail: ltmstb@gmail.com

Robert Chew, E-mail: busologist@telus.net



Page 192, left: The Alexander Henry, the former Canadian Coastguard ship.

Page 192, right: The 'Buddies of the Brill Museum Room' on the Alexander Henry.

This page: Port Arthur 204 and Fort William 45, seen from the Alexander Henry.

Page 194: Exterior views of Fort William 45, its crest and interior shot looking to front.

Page 195 Exterior views of Port Arthur 204, its crest and interior shot looking to rear.





Platinum Jubilee: The Trolleybus scene in 1952

Since identifying these Platinum Jubilee events, which monthly series commenced at the beginning of this year, it has transpired that the occurrence which is being referenced this month actually took place in September 1952! The occasion was the Commercial Motor Show held at Earl's Court in London and a number of trolleybuses were on display.

The greatest impact was made perhaps by Kingston upon Hull 101, which had a Sunbeam MF2B chassis, which permitted an entrance forward of the front axle, together with an exit forward of the rear axle, and which was fitted with a 54-seat body by Roe. The ability to use these vehicles for one man operation (as it would have been at the time) not being lost on some leading industry figures.

The MF2B chassis had originally been developed for use overseas, and of the 204 chassis of this type constructed, only 56 were ordered for use in the United Kingdom, as Hull followed up the delivery of 101 with a further 15 trolleybuses of the same type.

In contrast, Derby 216 was a more conventional Sunbeam F4 with Willowbrook 60-seat bodywork, and was the first of 20 such trolleybuses delivered to Derby at the end of 1952 and the beginning of 1953. They were also the last chassis of their type to be built.

Finally, a BUT RETB chassis, also with a potential for new technological operation, was displayed at the show. It was intended for use in Glasgow and was part of an order for ten single-deck trolleybuses, constructed for use with a seated conductor, a rear entrance and central exit. It was designed with a capacity for 67 passengers, of which only 27 were seated. After bodying by East Lancs, they entered service early in 1953. Numerically the first, TB2 was used in Nottingham and Walsall before entry into service in Glasgow, but no commentators have actually identified which particular chassis was on display.

Article by Bob Rowe





Page 196: Kingston upon Hull 101 is seen at the Commercial Motor Show at Earl's Court. It entered service on 22 January 1953 and was nicknamed "Coronation" because the Queen was to be crowned later in the year. The 15 members of the production batch also became known as "Coronations". [Sunbeam]

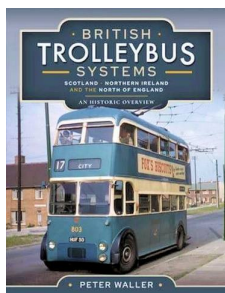
Upper: Five days after 101 entered service, another Show trolleybus, Glasgow TB2, was delivered to Nottingham, where it ran in passenger service from 2 to 18 February. It is seen at King Street terminus alongside Nottingham 490, a 1948 BUT/Roe. [C Carter]

On 19 February 1953 TB2 was towed to Walsall, where it operated on the Bloxwich service from 28 February until 16 March. It is seen at Bloxwich. [C Carter]



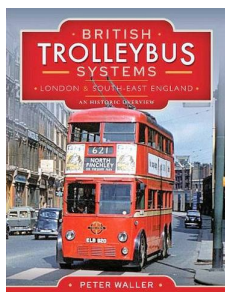
Book Review

British Trolleybus Systems - Yorkshire: An Historic Overview



Hardback 216 x 282mm, 112 pages, 250 colour & black and white illustrations & system maps ISBN 9781526770608

British Trolleybus Systems - London and South-East England: An Historic Overview



Hardback 216 x 282mm, 136 pages, 250 colour & black and white illustrations & system maps ISBN 9781526770646

Both by Peter Waller. Published by Pen & Sword Books Ltd, 47 Church Street, Barnsley S702AS www.pen-and-sword.co.uk Price £30 each plus P&P

These are the first two volumes in a series of four which between them will cover all the trolleybus operators in the British Isles.

For each undertaking there is an overview of the history of trolleybus operation followed by tables detailing the fleet and

the routes, accompanied by a good selection of photographs.

The two books that have been published so far are worth buying for the excellent selection of historic photographs, the majority of the images being from the Online Transport Archive, the registered charity which has a huge collection relating to all forms of transport. It currently holds more than 2 million still images and over 4000 hours of film.

Unfortunately both titles are marred by a multitude of factual and typographical errors. When I received the Yorkshire volume I first looked at the Keighley section to see if it included any new discoveries. I was disappointed to find No. 0 described as having an "Austrian-built twenty-seat body". It has been known for the last 12 years that the body was built by Bayley's in London and I have never seen that seating capacity quoted anywhere – it was 25. These are not isolated errors. A well-known published author told me that he had found many mistakes about his home system. One of the people who is thanked for reading and commenting on the manuscript told me that he had identified errors but they were not corrected.

Both these volumes have identical introductions. Both say that the volume they introduce "describes those operators based in northern England, Scotland and Northern Ireland", a volume that has yet to be published.

I said above that both books are worth buying for the photographs. It is a great shame that the text is so unreliable.

DGC

Thank you for your donations!

We are very grateful to Richard Shrive and Keith Burbidge, who have made donations to the Bournemouth 301 fund, allowing restoration work to continue before it returns to Sandtoft.

Another generous donor is Paul Fox, who has helped to swell Mexborough & Swinton 34's coffers.

We also wish to thank Branimir Pantaleev, who has made two donations in recent weeks.

Thank you all for helping us to continue our work!

MUSEUM & PRESERVATION NEWS

Edited by Jody White



The Trolleybus Museum at Sandtoft Final operating days of 2022

Isle of Axholme Running Day Sunday 16 October

Organised by the Doncaster Omnibus & Light Railway Society, attractions include sales stands, displays of vintage cars, buses and lorries and motor bus tours of the local area. A wide selection of trolleybuses will be providing rides throughout the day.

This event is not included in the Museum's unlimited re-admission offer and non-members must purchase admission tickets on the day.

Late October Weekend Trolleydays
Saturday 29 and Sunday 30 October

Twilight and After Dark Trolleyday. The season closes with extended operation. The Museum will be open from 10.30 until 18.00.

For further details visit www.sandtoft.org



British Trolleybus Society 2023 Calendar

Trolleybuses in Company: Photographs and captions by Tony Belton

Trolleybuses in Company is the 2023 theme. Once again Tony Belton has picked out a fascinating selection of photographs that he has taken spanning more than 60 years. There are seven UK scenes and six from around the world showing trolleybuses in company with trams, buses and other trolleybuses, with all the scenes described in Tony's inimitable style. He has kindly

donated the cost of printing and so every penny from the sale is profit and all profits go towards trolleybus preservation.

They make great Christmas presents, so buy lots! £12 including postage and packing by post from BTS Sales 1 Mentmore Road, Leighton Buzzard LU7 2NY or online British Trolleybus Society

World News

Edited by Bruce Lake



ARMENIA Yerevan

Fifteen new trolleybuses on order are to start arriving at the end of this year. Officially, the winner of the tender launched at the end of June has not yet been announced, but according to unconfirmed information, it is the Chinese Yutong company. The new trolleybuses will be equipped with batteries. The mayor of Yerevan has announced that another 15 trolleybuses will be purchased.

CZECH REPUBLIC Brno

The first two SOR TNS 12 trolleybus bodies and components were delivered to operator DPMB on 2 September. About 20 of the operator's technicians will assemble the kits in Komín depot and this will be followed by a period of testing before authority is sought from the Railway Authority to allow passenger operation. It is hoped that the vehicles could be in passenger service early next year.

If successful, the company can purchase up to 38 additional trolleybus kits on the basis of a framework contract. For the purchase of all 40 vehicles, the contract, which can be used until the end of 2025, is worth almost 300 million Kc (around £10.5 million). DPMB has calculated that it would save 100 million Kc (around £3.5 million) compared to the purchase of finished cars.

They will replace 14 Tr and 21 Tr trolleybuses and will be used on all trolleybus lines except 25, 26 and 37 which are served by articulated vehicles.

CZECH REPUBLIC Jihlava

The construction of 5.7 km of the new overhead wiring above the streets Sokolovská and Pávovská to the Bedřichov district is progressing according to plan and the introduction of two new trolleybus lines is expected at the timetable change in December. New trolleybus line H will run completely under overhead between Poliklinika and Bosch Diesel in the Bedřichov district and will be served by classic trolleybuses (ie without batteries). New trolleybus line G will replace existing bus lines 3 and 12 and will run on the Horní Kosov to Žižkova sections with just under 2 km of overhead and to the final stop Antonínův Důl in the north of the city with around 3.5 km of battery travel. In addition to the existing seven battery trolleybuses, six units are expected to be delivered by Tram For Envi sro in the course of the year.

CZECH REPUBLIC Ostrava

The option of 6 cars from the order of new 36 Tr 12m cars has now been confirmed, so a total of 18 will definitely be delivered. The prototype was displayed in Ostrava on 3 September before returning to Plzeň to commence passenger trials.

CZECH REPUBLIC Plzeň

The Škoda 36 Tr prototype also known as T'CITY commenced a period of test running in passenger service on 8 September. It has been given PMDP fleet number 989, continuing the policy of numbering trolleybuses on trial in descending order and

is being used every day on line 13 from around 04.00 until almost midnight with no fares being charged.

CZECH REPUBLIC Praha

To commemorate the 50th anniversary of the closure of the Prague trolleybus system and to celebrate the fifth anniversary of the test line opening, there will be an official opening of the new Prague trolleybus system on 15 - 16 October, probably using historic trolleybuses. However, the delivery of the SOR/Cegelec trolleybuses is delayed due to the lack of certain components necessary for completion and so the formal opening and commencement of operation is not likely to be until April 2023.

CZECH REPUBLIC Středočeský kraj

The Central Bohemian Region has made progress with its plans to introduce a trolleybus service between Praha (Prague) Českomoravská and Brandýs nad Labem – Stará Boleslav, replacing bus line 375. The 22.2 km route will have 12.65 km of overhead line outward from Prague and 11.54 km in the return direction.

The length of the overhead sections has been reduced compared to last year's documentation at the instigation of the local municipalities.

Last year the Central Bohemian Region abandoned plans for a trolleybus service to Kostelec nad Labem due to protests by municipalities on this route.

CZECH REPUBLIC Ústí nad Labem

The first two of the nine Skoda 25 Tr trolleybuses from Brno have been in regular service since the beginning of July, with 634 (formerly Brno 3614) being used for the first time on line 55 on 5 July. Brno 3609-3617 have received fleet numbers 629-637.

At the end of June the tender for a framework contract for the supply of up to 33 battery-trolleybuses was republished.

FRANCE Limoges

The four new Iveco Crealis 18 articulated battery-trolleybuses ordered are expected to arrive in September 2022.

They have been tested on the Plzeň network after installation of the electrical equipment by Škoda.

Two trolleybus lines are to be extended in September 2024. Line 2 will be extended from Pierre Curie terminus to CHU Hospital and line 4 from Montjovis to the new multimodal exchange point in Beaublanc.

FRANCE Nancy

The Centrale d'achat du Transport public (CATP) announced in July that it had purchased the 25 trolleybuses ordered from Hess on behalf of the Métropole du Grand Nancy. The 24m long lighTram 25 DC vehicles are scheduled for delivery in spring 2024 with commissioning scheduled for the following September to replace the TVR system.

LATVIA Riga

Four new trolleybus lines were launched on 1 September, replacing the same number of bus lines. Bus lines 1, 5, 14 and 59 became trolleybus services 31, 35, 34 and 20. Previously line 40 became trolleybus service 4. Škoda 24 Tr trolleybuses will be deployed on all lines. About 100 of the original 150 units purchased between 2007 and 2009 remain in service, with 20 having found a new home

in Chişinău, Moldova while others have been decommissioned or scrapped.

LITHUANIA Vilnius

The UAB "Vilniaus viešasis transportas" published in the European Official Journal on 14 July a call for tenders for the procurement of new low-floor two-axle trolleybuses. Ninety are to be purchased, but it is possible to increase this to 101 or decrease the order to 80. The contract includes the supply of spare parts necessary for service and maintenance, warranty repairs and repairs of the trolleybuses outside the 60-month warranty period.

MEXICO Mexico City

Operational testing of the new elevated trolleybus line commenced on 11 September.



During September six of 17 Zhongtong battery-trolleybuses were delivered to a local private transport company that previously operated minibuses on the route and they were displayed at the launch of testing. Mayor Claudia Scheinbaum said that by 2024, when her mandate ends, she plans to buy more trolleybuses to take the fleet strength to 500, as she had promised when she took office. So far, the city has 201 of them, of which 50 are articulated, and by December it will have 301.

The construction of another trolleybus BRT corridor continues, from the terminus of Santa Martha to the

neighbouring city of Chalco. This corridor will also be above ground near Santa Martha station. In addition, project preparations are underway to extend the BRT corridor from the final Constitución de 1917 in the direction of west Mexico City to the Mixcoac district. The construction of this extension could start at the end of this year. By 2024 the aim is to create a giant trolleybus BRT corridor Mixcoac – Constitución de 1917 – Santa Martha – Chalco with a length of approximately 40 km. In addition construction of one more new trolleybus line to the east of Santa Martha is under consideration.

POLAND Gdynia

No. 3001, which dates from 2001 and was the first Solaris Trollino to be built, was reported in August to be due for imminent withdrawal. However, it is to be retained as part of the city's historic trolleybus fleet.

ROMANIA Bucureşti

In August 2022 a tender was announced for 100 rigid battery-trolleybuses. Deliveries are expected to run from November 2023 to March 2024.

The announcement of the tender followed a study focused on the modernisation of Bucharest public transport and dealt mainly with the replacement of trolleybuses with hybrid buses as scenario No. 1 and the renewal of the trolleybus fleet as scenario No. 2. The total life-cycle cost came out in favour of trolleybuses; the difference was particularly noticeable in articulated cars, where

trolleybuses had the upper hand over hybrids, the operating costs being significantly lower. The study recommended the purchase of 100 12m trolleybuses and 100 18m trolleybuses.

RUSSIA Khabarovsk

This important Russian city has a greatly-reduced trolleybus system and has not been able to buy a single new trolleybus for the last decade. The arrival of 20 used vehicles from Moscow did not significantly improve the situation. However there is now some hope of renewing the fleet with new vehicles, the supplier probably being MAZ. The city promises to purchase three new trolleybuses by 2023.

RUSSIA Kostroma

Trolleybus operation is to cease next year.

RUSSIA Nizhny Novgorod

Testing of a BKM 32100D battery-trolleybus in passenger service began on trolleybus line 10. Another of the same type was tested a few months ago and this autumn the two will be tested together. It will then be decided where they will be deployed. The fate of the local trolleybus operation should then be a little clearer. Despite dozens of used vehicles delivered from Moscow, it is still moribund and has also begun to be gradually trimmed under the "Clean Sky" programme.

RUSSIA Ryazan

Following the closure of trolleybus lines 4 and 17 in July and the discovery of the intention to close one of the two local depots local residents petitioned to avert the approaching end of trolleybus operation. Since then Ryazan has seen an unprecedented turnaround by Russian standards. Apparently, the Ryazan governor Pavel Malkov personally intervened in the

matter and in early August it was announced that used vehicles from St. Petersburg would be purchased. Shortly afterwards it was announced that the city would buy 10 more trolleybuses and soon after that another 10. The governor himself said that trolleybuses "are expensive", but there is money for them. Since then three new PC Systems Admiral trolleybuses have arrived. PK Transportnyye Sistemy confirmed to the media in early September that it had to deliver 10 trolleybuses to Ryazan by 8 September. In addition, from 1 October 2022, Line 4 is to be restored.

SLOVAKIA Košice

The city is proposing that trolleybus operation will resume from 2024 and will be substantially developed using battery-trolleybuses. The plan was to be submitted to the city council for approval in September.

It is suggested that there will be an eight-stage plan to remove diesel buses and replace them using 80 articulated trolleybuses and 21 rigid trolleybuses plus an unspecified number of reserve vehicles, between 2024 and 2050.

SWITZERLAND Bern

Since July trolleybuses serving the 500m extension of line 12 to Hollingen have used the overhead wires, having operated in battery mode since the extension opened on 21 March because of road works. The overhead on the Friedbühlstrasse/Freiburgstrasse roundabout of the former final stop "Holligen" was dismantled and the stop is now called "Anna-Seiler-Haus".

SWITZERLAND St Gallen

Three Hess lighTram® 19 DC trolleybuses were delivered in May numbered 108-110 and with licence plates SG 467 108 to 110. A further eleven

articulated cars were expected in September and October.

SWITZERLAND Winterthur

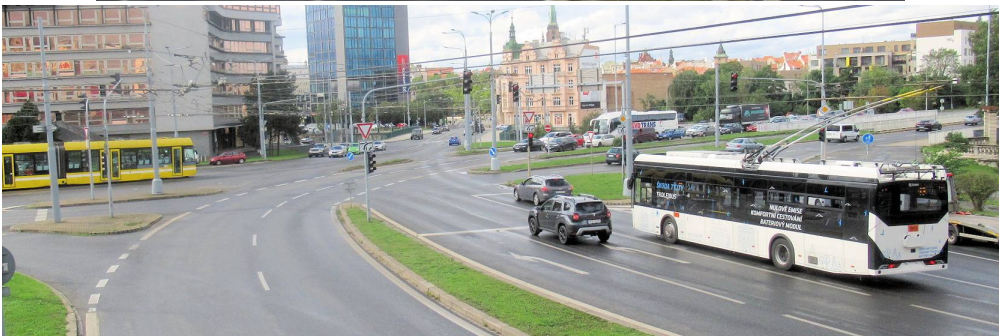
The first of the city's eleven new Hess lighTram 25DC trolleybuses was presented at a hand-over ceremony on 30 August. These are also the city's first double-articulated trolleybuses.

They will be numbered 401 – 411 and will enter service on line 1 from the timetable change on 11 December, before which some stops must be adapted and the approximately 250 drivers trained. They will replace the Solaris Trollinos with Cegelec equipment supplied in 2004/2005 (171 – 180).

The Hess CEO Alex Naef drew attention to the fact that the vehicles had plastic floor panels instead of wood, which often had to be replaced, a camera system instead of rear-view mirrors and two-axle drive, with two water-cooled permanent magnet electric motors each of 190kW driving the second and third axles.

With thanks to: Dave Chick, Jan Spousta, České noviny, Československý Dopravák, Limoges-metropole.fr, sustainable-bus.com, Urban Transport Magazine, Ville Rail & Transports, zdopravy.cz

Page 201: The new elevated trolleybus route was launched on 11 September, although services will not commence for a few more weeks. In the centre of the photo is Mexico City's Head of Government Claudia Scheinbaum, the architect of the modernisation and expansion of the city's trolleybus system. [CDMX]



Above: The new Škoda 36Tr prototype, also marketed as T'City, has a body by Turkish company TEMSA, now half owned by Škoda-PPF Group, and electric equipment by Škoda. It is seen on 8 September, its first day on test in passenger service in Plzeň, bearing temporary PMDP fleet No. 989. [Jan Spousta]

Below: One of Shanghai's 22 new "Retrostyle" Sunwin SWB5129 trolleybuses is seen on test on 22 August. They entered service on Route 20 on 10 September. Shanghai is the world's longest-lasting trolleybus system, having opened in 1914, but it is being reduced from 12 to 7 services. Line 20 is being promoted as the oldest service but the promotional literature incorrectly states that trolleybus operation commenced in 1908. [Terry Xue]





London Event Line-Ups at Sandtoft Photos by D G Chick

Above: The line-up on Saturday 27 August, From the left: Neil Halliday's RML, Keighley Bus Museum's RM, London 1348, the Cedes replica and London 1812.

Below: The Sunday line-up of London Transport breakdown tender 738J, 1812, 1348 and the Cedes. The same vehicles appeared on Monday but in a different order.

